

TENNESSEE VALLEY AUTHORITY

CHATTANOOGA, TENNESSEE 37401

400 Chestnut Street Tower II

July 7, 1981

OFFICIAL COPY

SQRD-50-328/81-42

Mr. James P. O'Reilly, Director
Office of Inspection and Enforcement
U.S. Nuclear Regulatory Commission
Region II - Suite 3100
101 Marietta Street
Atlanta, Georgia 30303

Dear Mr. O'Reilly.

SEQUOYAH NUCLEAR PLANT UNIT 2 - REVISED ERCW PREOP TEST INSTRUCTION
INADEQUATE - SQRD-50-328/81-42 - FIRST INTERIM REPORT

The subject deficiency was initially reported to NRC-OLE Inspector
R. V. Crlenjak on May 4, 1981 in accordance with 10 CFR 50.55(e) as
NCR SQN NEB 8129. Enclosed is our first interim report. We expect
to submit our next report by August 10, 1981.

If you have any questions, please get in touch with D. L. Lambert at
FTS 857-2581.

Very truly yours,

TENNESSEE VALLEY AUTHORITY

L. M. Mills, Manager
Nuclear Regulation and Safety

Enclosure

cc: Mr. Victor Stello, Director (Enclosure)
Office of Inspection and Enforcement
U.S. Nuclear Regulatory Commission
Washington, DC 20555

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ENCLOSURE

SEQUOYAH NUCLEAR PLANT UNIT 2
REVISED ERCW PREOPERATIONAL TEST INSTRUCTIONS INADEQUATE
SQRD-50-328/81-42
10 CFR 50.55(e)
FIRST INTERIM REPORT

Description of Deficiency

The Preoperational Test Instruction TVA-18C for the Essential Raw Cooling Water (ERCW) System Flow Balance did not provide steps to ensure adequate documentation and control of the throttle valve positions. When tests simulating various plant operating modes were performed, the throttle valve positions were supposed to be documented and no valve position change was to be made that would adversely affect the flow distribution.

The test data sheets had locations for recording throttle valve positions. However, during the conduct of the test, the throttle valve positions were not always recorded, and in some instances, the throttle valves were closed to a more restrictive position than they had been set at in the previous test.

When the tests were concluded, some of the valves were apparently left in a position which adversely affected the flow balance distribution established in the earlier tests. No record was made to verify that the valves were placed in the proper throttling position at the completion of the test.

At the conclusion of the test the throttle valves were to be tagged and the throttle position marked on the tags per the requirements of the preoperational test scoping document TVA-18, section 5.2.3.1. The valves have not been tagged as required.

Interim Progress

TVA has completed an evaluation of the preoperational test data and has identified areas where potential problems exist. We are in the process of determining what, if any, actions are required to resolve this deficiency.